

Amendment Under 37 C.F.R. §1.111  
Serial No. 10/759,252  
Attorney Docket No. 042039

**AMENDMENTS TO THE CLAIMS:**

**Listing of Claims:**

This listing of claims replaces all prior versions and listings of claims in the application.

Claim 1 (Withdrawn): A cockpit door disposed between a passenger cabin and a cockpit of an aircraft, the cockpit door comprising:

a door body that opens toward the cabin via a hinge disposed vertically and a latch disposed on a side end portion opposite to the hinge on the door body; and

two flaps disposed vertically on the door body that open toward the cabin via a hinge disposed vertically, a latch disposed on a side end portion opposite to the hinge of the flap, and a pressure sensitive device for detecting a pressure difference between the cabin and the cockpit and releasing the latch of the flaps.

Claim 2 (Withdrawn): The cockpit door according to claim 1, wherein the latch of the flap disposed on a lower portion of the door body can be released by manipulating from the cockpit.

Claim 3 (Currently Amended): A cockpit door disposed between a passenger cabin and a cockpit of an aircraft, the cockpit door comprising:

a door body that opens toward the passenger cabin via a hinge disposed vertically and a latch disposed on a side end portion opposite to the hinge on the door body;

four flaps that open toward the cockpit via hinges disposed horizontally with respect to the door body, and a latch for locking the flaps; and

a pressure sensitive device for detecting a pressure difference between the cabin and the cockpit, and releasing the latch of the flaps[[]]; wherein

the two flaps disposed on an upper portion of the door body have a center-folding door structure, and the two flaps disposed on a lower portion of the door body have a double door structure.

Claim 4 (Canceled)

Claim 5 (Currently Amended): The cockpit door according to claim [[4]] 3, wherein the two flaps having the center-folding door structure disposed on the upper portion of the door body can be disengaged from the door body by manipulating from the cockpit side.

Claim 6 (Withdrawn): A cockpit door disposed between a passenger cabin and a cockpit of an aircraft, the cockpit door comprising:

a door body that opens toward the passenger cabin via a hinge disposed vertically and a latch disposed on a side end portion opposite to the hinge on the door body; and

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a panel member that opens toward the cockpit via a hinge disposed vertically to the door body, a latch disposed on a side end portion of the panel member opposite to the hinge, and a pressure sensitive device for detecting a pressure difference between the cabin and the cockpit and releasing the latch of the panel member.

Claim 7 (Withdrawn): The cockpit door according to claim 6, wherein a handle for manipulating the latch of the door body is also used for manipulating the latch of the panel member.